





## MEMOS. FOR TO-MORROW.

**Shipping.**  
Duyk, -Anping Maru leaves for Swatow.

**Miscellaneous.**  
Goods per *Salazar* unclaimed before Noon, subject to rent.

## General Memoranda.

THURSDAY, September 3:-  
Goods per *Kadashore* undelivered after this date subject to rent.

FRIDAY, September 4:-  
Goods per *Chide* not cleared at 4 p.m. subject to rent.

SATURDAY, September 5:-  
Notices by Contributing Shareholders of the Hongkong and Whampoa Dock Co., Ltd., required before this date.

MONDAY, September 17:-  
6.15 p.m. Meeting of Members of the Hongkong Cricket Club, at the Pavilion.

FRIDAY, October 5:-  
Final Call of \$1.00 per Share of the Tebrat Planting Co., Ltd., due.

## Opinion Quotations.

HONGKONG, September 4, 1900.

Old Patna, cash, 940  
New Patna, cash, 925  
Old Bonares, cash, 890/840  
New Malwa, cash, 870/820  
Alliance, Tels., 4/16  
Last Year, 860/880  
Alliance Tels., 12/12/16  
Old Malwa credit, 800/820  
Alliance, Tels., 12/12/16  
Persian, Papered long, 870/880  
Alliance, Tels., 12/12/16

## Exchange.

HONGKONG, September 4, 1900.

On London, 2/04  
Bank, Wire, 2/04  
30 days sight, 2/04  
4 months sight, 2/11  
Credit, 4 months sight, 2/12  
On Paris, 2/57  
On demand, 2/57  
On Berlin, 2/09  
On demand, 4/9  
On Bombay, 5/1  
On Calcutta, 13/3  
On Singapore, 13/3  
On Manila, 12 1/2 pm  
On Shanghai, 7 1/4  
On Yokohama, 7 1/4  
Gold Leaf, 100 fine (per tael), \$61.50  
Sovereign (Bank's buying rate), \$9.80  
Silver (per oz.), \$28.74

## BIRTH.

At 9, Quinlan Road, Shanghai, on the 29th August, the Wife of C. U. Borek, of a Daughter.

## DEATHS.

At Shanghai, on 29th August, OLGA ANNA, the beloved Wife of E. A. Roberts, Chinese Customs Service, aged 37 years.

The publication of this issue commenced at 4.55 p.m.

## The China Mail.

HONGKONG, TUESDAY, SEPTEMBER 4, 1900.

In South Africa, for some years prior to 1898, British subjects were compelled to submit to a treatment, at the hands of the Boers, which was a source of profound and constant irritation. Moreover, they lived under 'certain disabilities' in regard to the franchise, which were felt to be inconsistent with the important part they were taking in the wonderful development of that country. Lastly, one or two Britishers, and among them the wife of a Wesleyan minister, were murdered, and only imperfect justice, but too tardily and reluctantly administered, was meted out to those who had committed the dastardly crimes. For this reason the British Government took up arms, plunged into a long, bloody and costly war. This war will not terminate, until the two Republics against which we are fighting have been incorporated into British South Africa. Most Britishers, and many others of all nationalities, believe that the British Government was more than justified in her costly undertaking.

In China, British subjects have been subjected to contemptuous treatment at the hands of the Chinese, much more exasperating than that to which their fellow-countrymen, in South Africa, had to submit. Many have been killed throughout a long series of years, in many of the provinces, under conditions of special barbarity, and these murders have culminated in a general massacre. The ambassadors, moreover, have been bombarded, in their own persons, and have had to leave the country long ago, if the Chinese could have had their own way. That they were saved may be attributed to the accident that they were protected by a handful of guards, that the Chinese, being essentially cowardly, were afraid to attack them. A similar extortion, which the Chinese have inflicted for themselves, is larger and more bitter than that of the Boers. Yet, whilst in regard to the latter, we are waging a war that must not end until the Republics are annihilated, it is rumoured that already the Powers are seriously considering the advisability of evacuating Peking, with a view to opening up negotiations for peace. That this is possible, the experience of the past proves; that it is probable, at present, we cannot bring ourselves to believe.

It is decided that the armies of the West shall at once evacuate Peking, without accomplishing anything further, then it must be emphatically stated, that they will leave their work but half done. Indeed they have only accomplished what they could not leave undone. It was simply impossible that Europeans should be done to death, by scores, and their accursed representatives killed in the streets of a foreign capital, without some attempt being made to rescue them. If however the allies now discontinue their work, it will appear before the world, as if they undertook to punish the Chinese reluctantly, and have relinquished it, as an unpalatable duty, at the first possible moment. Up to the present, good and salutary work has been done, but the effects will be felt only within a small area. The people of China will not, for some years, be anxious to assume the role of Boers again, and no doubt will respect the European in a way that will be good for both parties.

But how far has the influence of the allies in the North extended? Have they influenced the masses South of the Yellow River? Do not the facts prove that in the South, the results, far from being salutary, are rather harmful? Have not enterprising and unscrupulous men already flooded the country with rough pictures and explanations, in which it is said, that courageous and warlike mandarins are slaughtering the timid occidentals wholesale, and driving them from the field? And is not this permitted and even encouraged by the delighted mandarins, who thus secretly gratify their vanity, and feed their anger against the European? Knowing that these placards are lies, and the result of their distribution disastrous, they permit them to go forth in numbers, in order to 'save face', and please the people. The old tragedies will be repeated. The so-called victories of the Chinese armies will pass unchallenged into the legends of the country and help to foster that fatal spirit, which all along has wrought so much woe for both parties.

If the Allies were to evacuate Peking at present, as is hinted at, and proceed to open up peace negotiations, through Li Hung Chang, resulting in treaties of 'everlasting friendship' for the 'mutual profit of all parties' it will surely happen that history will repeat itself. The specter of

the North, rearing from the terrible defeats under which they writhe, and the ignorant and misguided arrogance of the South, which is fed by the assurance of a series of victories, will lead to the same attitude towards Europeans being maintained, and in a few years all this will culminate in another outbreak. That our statesmen cannot see this we are unwilling to believe. But the task of bringing the empire into a proper state of mind being so Herculean, they are willing to cherish the hope that after this, the future will be better than the past, and so they are considering the possibility of treaties.

Of one thing we may be certain, and that is, that Germany will yet say her word, and perhaps strike her blow, before the beginning of the end. We have hope, yet, that no such unfortunate step will be taken. What the allies have to do, is to complete the task they have begun, that in the future such an outbreak will be impossible. This is, by many, regarded as a very difficult task. Why so? In Egypt the world has an object lesson of what may be attempted and what may be accomplished. Moreover the complete political, fiscal, and educational renovation which has been effected in the Nile Valley was initiated after the first outbreak, with difficulty and with little aid from the Powers. Competent, resolute, honest, British statesmen sat side by side with the most enlightened Egyptians, and each working with the other, for the salvation of the distracted country, has produced results that have more than justified the attempt. Everybody is satisfied and everybody believes that what has been done is but the earnest of greater achievements which will make Egypt as safe as England for the investor, for the merchant, and for the farmer. All this has been done within one decade, by the persistent painstaking efforts of a few honest men. What has been so successfully accomplished in the Nile Valley, can, at least, be attempted here in China. We have entered the country and we should stay here. We should stay, not to partition the country, but to see it safely governed. It has been advocated in these columns, more than once, that there should be a new government established in Peking, composed of representatives of different nationalities, who should sit together on the councils of the state, and assist the Chinese in administering the new regime. But this would effect little, after all, unless the system were applied to all the Provincial capitals, throughout the empire. If this were attempted the old corruption could be purged and a new system introduced. A powerful mixed Government at Peking, or better still at Nanking, with representatives in two empires, would effect, in a short time, a wondrous change. All reforms initiated at the centre, would then be received at the circumference, and would not be balked. If attempts were made to avoid them or circumvent them information would at once be forwarded to the capital. In this way a thorough and efficient government could be established.

In Hongkong Chinese unofficial members sit side by side with Britishers, and not seldom their suggestions are helpful, though, being in a minority, they are of course unable to carry any measure. But who shall say that their presence is not a gain? In the new government of China, for the process be reversed. Let a few Europeans sit with the Chinese, and good will follow. But it may be asked, assuming that the initial difficulty of the language has been conquered, how could Europeans give effect to their ideas? They would always be a hopeless minority. We reply, that after a little time, the ideas would be acceptable because of their inherent attractiveness and value, and would go, on their own merits, as the sun and moon march in the heavens. At first there might be a little friction, but the force behind the new order of things would soon remove that. The yamens of the provinces would be executive only, and carry out the laws made in Peking. European soldiers and battleships, which for a time at least, must be retained, would without difficulty, compel the metropolitan mandarins into submission and once the law had gone forth, the provincial authorities would have little difficulty in giving it effect.

The Government would, of course, be a representative one, in that all the Powers would have some of its nationalities sharing therein. Where would be the insuperable difficulty of this? Some general ratio of numbers could be decided on, much the same as that now obtaining in the Imperial Customs. The nation whose interests preponderate should have the largest number of nationals on the Government. This would be fair, and might be done without any serious friction. The results to be achieved would more than justify the attempt. In many ways, China herself would reap an enormous advantage, and the new era of increase in trade and manufactures, travel and exploration would bring untold blessings to all concerned. It is therefore to be hoped that, however great the initial difficulties appear to be, and however tempting the policy of 'let things slide' may be, something like this will be attempted. It would be a deplorable thing, were the Foreign Powers to encourage Peking at this juncture and attempt to spoil what they have initiated at so great a cost, by more elaborate, and paper treaties that would be of no value whatsoever.

## LOCAL AND GENERAL.

## Too Common an Offence.

An Indian policeman was before Mr. Hazland to-day, charged with assaulting a ricksha coolie. He pleaded not guilty, but after evidence which showed that he held the coolie's nose, without provocation, the Magistrate fined him \$10, with the alternative of imprisonment for a month. There have been several cases of this sort lately. When are the Indians to be taught the difference between duty and brutality?

## Sale of Crown Land.

Mr. G. J. W. King offered several lots of Crown land for sale by public auction at the offices of the Public Works Department yesterday afternoon. Inland lot 1614, situated at Taijingshan, was bought by Messrs. Chan Cheuk Fan and Lau Chin Tung for \$35,498. It is proposed to utilize the site for semi-European dwellings. Inland lot 1616, situated at Morrison Hill Gap, was knocked down to Mr. Pang Shan Chun, for Mr. Ho Tung, for \$391. Three lots above Pokfulam Conduit were also put up, and were disposed of as follows:-Inland lot 1543, sold to Mr. G. N. Carvalho for \$6,500; Inland lot 1544, sold to Mr. H. Baharee for \$7,000; Inland lot 1547, sold to Mr. Paul Jordan for \$4,380. (For European dwellings).

## The Launch Case.

His Honour T. Sercombe Smith, Acting Puisne Judge, gave his decision to-day in the suit by two Filipinos against Captain Raymond, the evidence in which was heard last week. His Lordship said Raymond did all that he could do, and was prevented from fulfilling the rest of his obligation by the omission of Li-chaucho to give the orders contemplated in the first clause of the contract. Li-chaucho was bound to give these orders within a reasonable time but failed as regarded this one and he was therefore in the position of a party who, in the course of the performance of a contract in which both parties had done something, had refused to continue to perform his part, wherefore the other party was exonerated from any further performance of his promise and might immediately bring an action for damages for breach of contract, and also sue for the value of his services already rendered. Li-chaucho had no right to maintain this action against Raymond and he was not entitled to his costs. In the cross-judgment the judge gave for Raymond with costs.

## A Bad Day for the Sanitary Inspectors.

Inspector McMichael had 32 people from Yunnan, and were charged with obstructing light and air from their dwellings by means of cold sunshades in the verandas. His Worship dismissed the whole crowd. Inspector Brett had also two cases dismissed. One of these was the case in which five persons (defended by Mr. Hayes, solicitor) were charged with having cubicles on the ground floor of their dwellings, at Nos. 13, 18, 23 and 34 High Street and 3 Third Street. Mr. Hayes contended that the houses referred to were not domestic buildings, and consequently did not come within the meaning of the Ordinance. His Worship said he had visited and gone through each house and he was clearly of opinion that the cubicles must be demolished. The cubicles were cubicles, within the meaning of Section 4, but he must be satisfied that the buildings were domestic buildings. He must be satisfied before he could convict in this case that more than two people passed the night in each of these rooms. In Nos. 13, 23 and 34 High Street he saw only one bed, and he believed only one person slept there. In No. 18 High Street and No. 3 Third Street there was accommodation for two. That being so, he was of opinion that the buildings did not come within the definition of domestic buildings, and he therefore dismissed the summons.

## Hongkong Cricket Club.

The annual general meeting of the Hongkong Cricket Club will be held in the Pavilion on Monday, 17th September, at 5 p.m. The annual report of the Committee intimates that there is a balance at the credit of the Club of \$40,096.94. Mr. F. Maitland heads the batting averages for 1899-1900 with 12.34. Mr. J. E. Lee being first in the bowling with a record of 27 wickets for 134 runs each. The Lawn Tennis Championship was won by Mr. H. Pinkney. The 'A' Class Single Handicap by Mr. A. H. Humphreys; the 'B' Class by Mr. J. Hooper; the Double Handicap by Messrs. Carr and Wei On; the Professional and Commercial Pairs by Major Griffin, R.A., and Captain Langhorne, R.A.; the Veterans' Handicap by Mr. H. Pinkney. The Riquet Championship was won by Mr. H. Hancock. Lieut. Browne, R.E., won the Handicap prize. The Club played 16 Cricket matches of which 6 were won, 7 lost and 3 drawn. Dr. Tuck, R.N., made the only century of the season—102. The thanks of the Club are due to the officers of the 2nd Regiment and Her Majesty's Ships who have so kindly put their hands at the Club's disposal. It is anticipated that the new iron railings round the ground will be in position before the end of the year.

## Visitors at the Dock.

U.S.S. Monterey, Argus, Thales, General, Trompador, Olympia.

Commodore—Stanford, Nanshan, Aberdeen. (None).

## LOCAL AND GENERAL.

## Notes by the Way.

The tutor of pickpockets Lo Tak, was yesterday, at the Magistrate, sent to prison for a month, with hard labour.

During the week ended September 1, there have been four cases of bubonic plague, resulting in four deaths. There were also 1 case of enteric and 1 of purpural fever, but none of these have proved fatal.

## Reported Death of Senator Hoar.

The *Frederick* states, without giving its authority, that Senator Hoar, the well-known U.S. Republican statesman, is dead, adding that owing to his advanced age his demise is not surprising.

## Certificates Suspended.

At the Harbour Master's Office, yesterday afternoon, Leung Mo, master of the launch *Lee Hing*, and 'To Wa Tai', master of the launch *Yee Yee*, had their certificates suspended for a month for allowing their launches to collide, about mid-day on Wednesday, 29th August, near Jardine's Wharf.

## The Home Guard.

Intending members of the Home Guard have been furnished with copies of H.E. Major-General Gascoigne's recent speech on the subject, delivered at the recent meeting, and asked to state whether they agree to the suggestion contained therein, viz., to form a reserve company of the Volunteers.

## Putani Maru Abandoned.

The Company Maritima steamer *Putani Maru*, returned, on August 31, to Manila from a visit to the wreck of the Japanese steamer *Panama Maru*. She took down Lloyd's agent to formally abandon the ship. The *Putani Maru* crew who have been staying by the wreck until it was declared abandoned.

## Unwilling Firemen.

Ten Shanghai men employed as firemen on board s.s. *Chuan*, were charged, at the Magistrate to-day, with absconding themselves without leave from the ship. It appears that they did not want to go to Japan with the ship, but as they had signed articles for six months, His Worship, Mr. Hazland, ordered them to be taken on board by the police. The ship sails this afternoon.

## Death of Major-General J. M. Sexton.

His many friends in India will be grieved to hear of the sudden death of Major-General J. M. Sexton, of the Indian Army, who died at the age of 70. He served with distinction through the whole of the Crimean campaign and the Indian Mutiny, and was much respected wherever he went, especially in India, where he spent most of his life. One of his sons is now in Hongkong.

## Accident.

An accident which might have had more serious results, occurred yesterday, on board s.s. *Chuan*, lying in the Harbour. Some coolies were busy at work in the hold when a section of the hatch fell down amongst them. One man got his skull fractured, and three others were badly bruised. Fortunately the force of the fall of the hatch was broken, else the consequences would undoubtedly have been fatal. The hatch was knocked over into the hold by the trailing of a rope. The man who was most seriously injured was removed to hospital.

## The Sale of Certain Houses.

The hearing of the case *Sze Po Shing v. Sit Yee* was concluded at the Supreme Court yesterday, before His Honour Sir John Carrington, C.M.G., Chief Justice. The plaintiff is a trader, and carries on business as a foreign goods dealer at No. 265, Queen's Road Central, the defendant being a widow residing at 30, Albany Street, Wanchai. The claim is for specific performance of an agreement dated 15th January, 1900, for the sale by the defendant to the plaintiff of three houses, Nos. 43, 47, and 49, Ship Street. His Lordship said he would reserve his decision.

## Kerosine Oil Case.

At the Magistrate to-day, Thomas Duvane, Inspector of Dangerous Goods, charged Mr. J. W. Bolles of the Standard Oil Company with storing and sealing damaged Kerosine Oil tins in an open place, contrary to the terms of his license to store kerosine at West Point. The Inspector said that on the morning of the 1st inst. he visited the Standard Oil Company's kerosine godown at Kennedy Town and saw a large number of damaged tins stored in the open, where they had no business to be. The tins were leaking. He did not see oil oozing out of the tins, but he knew if the tins had been soldered, Samuel Winder, manager of the godown at West Point, and there were two tins placed for soldering tins, but they were two feet deep in oil. Damaged cases were taken to these tins and placed to be soldered. The tin was placed on the wall and the solder was placed on the tin. On this occasion, however, there was no room to solder on account of the oil. They had never before experienced such excessive leakage. Mr. Bolles, who represented defendants, referred his Worship to the Ordinance applying to the storage and moving of kerosine, and his Worship (Mr. Hazland) reserved judgment.

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## THE BOER WAR.

## [REUTERS'S SERVICE.]

## NEARING THE END.

LONDON, 2nd September.

The *Burgers* at Pretoria unanimously predict an early end to the war as the British with the control of the Delagoa railway will drive the Boers into the unhealthy and foodless bushveldt.

General Buller has advanced 14 miles along the Lydenburg road.

## 'FRAGRANT WATERS' MURMUR.

The telegraphic messages from London either mean a most intricate diplomatic tangle, or an attempt on the part of Russia to tie up things in a knot so as to gain her own ends.

That it is generally admitted Russia has been coquetting with the Empress Dowager and Li Hung Chang for years, and the end of that flirtation is not yet.

That the monstrous absurdity of the proposal to retire from Peking would lead one to suppose that Russia either means to appear to be clumsy in a diplomatic sense—which assuredly she is not—or she is playing a game the object of which is being kept carefully out of view.

That if there be any truth in the news that Russia has distinctly cut herself off from the alliance of the Powers, and ought therefore to be left severely alone.

That no expedition was ever lent for political purposes of greater importance to the world at large than this march to Peking, and there should be no turning back upon any pretext whatever until the purpose is fulfilled to the letter.

That it seems to me Great Britain, Germany and Japan have now an excellent opportunity of settling this matter, as the three powers whose trade and interests are together greater than any other combination could show.

That the rumour concerning the United States must surely be an electrifying 'exaggeration,' if it can be taken seriously at all, or a bit of American journalistic enterprise.

That it must be admitted the United States have not yet had time to form or formulate a Foreign policy, but surely our American cousins must know the result of turning tail from the Chinese capital at the present moment.

That apart from the unlikelihood of such a strategic move to the rear, the consequences would be something appalling upon the ignorant masses of the Chinese.

That until the leading officials, from the blood-guilty Empress Dowager downwards, are adequately punished, a tolerable government is established under Foreign supervision, and an indemnity is guaranteed, any thought of our leaving Peking would savour very strongly of madness or criminality.

That it is now generally admitted Li Hung-chang had better be left out of the calculation, on account of his known transactions with Russia and the Empress Dowager, and in view of the slippery character of this old diplomat.

That the mere mention of Li Hung-chang as a plenipotentiary might have put our Foreign Office on the qui vive, and enabled it to dispense any notion of making peace with the present blood-stained rebel crew, headed by the Empress Dowager.

That if Russia is desirous of taking the part of the wicked crew, and thus shock and insult all that is admirable in our European civilization, let her do so; I take it Great Britain and Germany never can do so.

That every public body in every white Community in China ought to join in one great and strong appeal, by simultaneous wire, to prevent this proposed outrage upon the status and prestige of Foreigners in China.

That the discussion of or the negotiations concerning this hideous proposal of Russia may explain in some measure the at least total block of all green and private news from the Chinese capital.

That the political situation in China for the last three months has been intolerable and almost sickening.

That we may be spared a long continuation of this kind of hesitation, and of all things the humiliation and ruin inseparable from a backward movement, is the prayer of all intelligent and rational men.

That it is passing strange so little news from the North has filtered through the Government or the General in Hongkong to the public here.

That I do not mean State secrets, but harmless information with which even the least Dependancy might have been favoured.

That, speaking of the General, I was pleased to read his many laudations of our local Volunteer Corps.

That it is not every day you hear a General Officer Commanding giving voice to an opinion such as that which General Gascoigne gave at the Home Guard meeting, but most impartial residents will surely be only glad to hear the H.K.V. Corps.

That the present Corps is most unobtainable by the most efficient body of citizen soldiers Hongkong has seen for many a year, and, as I say, it is pleasant to have so frank an acknowledgment of the fact from the General Commanding.

That I learn the Hongkong Amateur Dramatic Club have decided on their programme for the forthcoming season.

That the following pieces will be put on:-David Garrick, 'Our Flak,' and 'His Excellency' (the well-known comic opera, music by Osmond Carr, libretto by W. S. Gilbert).

That I hear the Hon. J. H. Stewart-Lockhart, Colonial Secretary, is on his way off to resume his post here, and is expected to arrive by the end of the month.

## BROWNIE.

## SHOOTING.

## H. K. V. C. Field Battery.

The September-October Competition of the Field Battery of the Volunteer Corps was held at the Association Range, Kowloon, last Sunday, 2nd inst. The weather was fine, but extremely hot, which no doubt accounted for the small attendance. The following are the best scores:-

200 500 600 700 800 900 1000

Gr. Lapley, 29 34 25 86 35  
Stewart, 30 23 23 81  
Baldwin, 23 20 20 77  
Duncan, 19 17 20 71  
Ratley, 25 24 23 74

Winners of range prizes.

## WEATHER REPORT.

The following notice is issued from the Observatory:-

On the 4th at 11.00 a.m. The barometer is inclined to fall at all stations. Pressure is still high over S. China and the Pacific towards the Loochees, with a slight gradient for S.E. winds on the coast, and for N.E. winds in the N. part of the China Sea. Forecast:-W. or varying winds, light to

## TELEGRAMS.

## [REUTERS'S SERVICE.]

## THE POWERS AND CHINA.

## RUSSIA'S DIPLOMACY.







## Shipping.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.  
THE Company's Steamship  
ANPEN MARU, Captain S. ARAMU, will be despatched for the above Ports on WEDNESDAY, the 6th September, at Daylight.  
For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA, Agents.  
Hongkong, August 23, 1900. 1776

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.  
THE Company's Steamship  
HAIYU, Captain ROACH, will be despatched for the above Ports on THURSDAY, the 6th Inst., at 11 a.m.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO., General Managers.  
Hongkong, September 3, 1900. 1836

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR KOBE.  
THE Steamship  
AUSTRALIAN, Captain P. HEINS, will be despatched for the above Port on THURSDAY, the 6th Sept., at Daylight.  
This well-known steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
A Steamship and a duly-qualified Surgeon are carried.  
For Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, September 4, 1900. 1823

## IMPERIAL GERMAN MAIL LINE.

## REGULAR SERVICE FOR GERMAN, COLONIAL AND AUSTRALIAN PORTS.

Calling at SHANGHAI, TIENTSIN, HANKOW, YOKOHAMA, KOBÉ, MANILA, CEBU, SINGAPORE, and other ports.  
For Freight or Passage, apply to  
MELCHERS & CO., Agents.  
Hongkong, September 4, 1900. 1559

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
SUNGKANG, Captain NIXON, will be despatched on FRIDAY, the 7th Inst., at 4 p.m.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly-qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, September 3, 1900. 1804

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

Calling at Port Darwin & Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, August 17, 1900. 1750

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY &amp; TAIWANFOO.

THE Company's Steamship  
ANPEN MARU, Captain S. ARAMU, will be despatched for the above Ports on WEDNESDAY, the 6th September, at Daylight.  
For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA, Agents.  
Hongkong, August 23, 1900. 1776

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY &amp; TAIWANFOO.

THE Company's Steamship  
HAIYU, Captain ROACH, will be despatched for the above Ports on THURSDAY, the 6th Inst., at 11 a.m.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO., General Managers.  
Hongkong, September 3, 1900. 1836

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Hongkong, August 17, 1900. 1750

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Hongkong, September 3, 1900. 1836

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For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA, Agents.  
Hongkong, August 23, 1900. 1776

## Shipping.

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
LIGHTNING, Captain J. O. SPENCE, will be despatched for the above Ports on SATURDAY, the 8th Inst., at 1 p.m.  
For Freight or Passage, apply to  
D. SASSOON, BONS & CO., Agents.  
Hongkong, September 3, 1900. 1837

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA VIA AMOY.

THE Company's Steamship  
ESMERALDA, Captain Geo. J. BAXLAND, will be despatched for the above Ports on SATURDAY, the 8th September, at 5 p.m.  
This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, August 31, 1900. 1821

## IMPERIAL GERMAN MAIL LINE.

## FOR SHANGHAI, NAGASAKI, YOKOHAMA AND KOBÉ.

THE Imperial German Mail Steamship  
HAMBURG, Captain KROHN, will be despatched for the above Ports on WEDNESDAY, the 5th Inst., at 11 a.m.  
This Steamer is fitted throughout with the Electric Light.  
A Steamship and a duly-qualified Surgeon are carried.  
For Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, September 4, 1900. 1823

## NORDDEUTSCHER LLOYD.

## FOR SHANGHAI, NAGASAKI, YOKOHAMA AND KOBÉ.

THE Steamship  
PRINZ HEINRICH, Captain G. MEYER, will be despatched for the above Ports on THURSDAY, the 6th Inst., at 11 a.m.  
This Steamer is fitted throughout with the Electric Light.  
A Steamship and a duly-qualified Surgeon are carried.  
For Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, September 4, 1900. 1823

## SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

## FOR NEW YORK VIA SUEZ.

THE Steamship  
GLENESK, Captain RAYMOND, will be despatched for the above Port on TUESDAY, the 18th September.  
To be followed by the S. S. ANAPA, about 10th October.  
For Freight, apply to  
SHEWAN, TOMES & CO., Agents.  
Hongkong, August 18, 1900. 1744

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

THE Steamship  
GLADSTONE, Captain RAYMOND, will be despatched for the above Port on TUESDAY, the 18th September.  
To be followed by the S. S. ANAPA, about 10th October.  
For Freight, apply to  
SHEWAN, TOMES & CO., Agents.  
Hongkong, August 18, 1900. 1744

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship  
TAIYUAN, Captain NIXON, will be despatched on THURSDAY, the 20th Sept., at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly-qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, August 27, 1900. 1804

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
SUNGKANG, Captain NIXON, will be despatched on FRIDAY, the 7th Inst., at 4 p.m.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly-qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, September 3, 1900. 1804

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

Calling at Port Darwin & Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, August 17, 1900. 1750

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY &amp; TAIWANFOO.

THE Company's Steamship  
ANPEN MARU, Captain S. ARAMU, will be despatched for the above Ports on WEDNESDAY, the 6th September, at Daylight.  
For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA, Agents.  
Hongkong, August 23, 1900. 1776

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY &amp; TAIWANFOO.

THE Company's Steamship  
HAIYU, Captain ROACH, will be despatched for the above Ports on THURSDAY, the 6th Inst., at 11 a.m.  
For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO., General Managers.  
Hongkong, September 3, 1900. 1836

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For Freight or Passage, apply to  
DOUGLAS LAFRAIK & CO., General Managers.  
Hongkong, September 3, 1900. 1836

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

## Mails.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, YOKOHAMA, KOBÉ, MANILA, CEBU, SINGAPORE, and other ports.  
For Freight or Passage, apply to  
D. SASSOON, BONS & CO., Agents.  
Hongkong, September 3, 1900. 1837

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA VIA AMOY.

THE Company's Steamship  
ESMERALDA, Captain Geo. J. BAXLAND, will be despatched for the above Ports on SATURDAY, the 8th September, at 5 p.m.  
This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO., General Managers.  
Hongkong, August 31, 1900. 1821

## IMPERIAL GERMAN MAIL LINE.

## FOR SHANGHAI, NAGASAKI, YOKOHAMA AND KOBÉ.

THE Imperial German Mail Steamship  
HAMBURG, Captain KROHN, will be despatched for the above Ports on WEDNESDAY, the 5th Inst., at 11 a.m.  
This Steamer is fitted throughout with the Electric Light.  
A Steamship and a duly-qualified Surgeon are carried.  
For Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, September 4, 1900. 1823

## NORDDEUTSCHER LLOYD.

## FOR SHANGHAI, NAGASAKI, YOKOHAMA AND KOBÉ.

THE Steamship  
PRINZ HEINRICH, Captain G. MEYER, will be despatched for the above Ports on THURSDAY, the 6th Inst., at 11 a.m.  
This Steamer is fitted throughout with the Electric Light.  
A Steamship and a duly-qualified Surgeon are carried.  
For Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, September 4, 1900. 1823

## SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

## FOR NEW YORK VIA SUEZ.

THE Steamship  
GLENESK, Captain RAYMOND, will be despatched for the above Port on TUESDAY, the 18th September.  
To be followed by the S. S. ANAPA, about 10th October.  
For Freight, apply to  
SHEWAN, TOMES & CO., Agents.  
Hongkong, August 18, 1900. 1744

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

THE Steamship  
GLADSTONE, Captain RAYMOND, will be despatched for the above Port on TUESDAY, the 18th September.  
To be followed by the S. S. ANAPA, about 10th October.  
For Freight, apply to  
SHEWAN, TOMES & CO., Agents.  
Hongkong, August 18, 1900. 1744

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## FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship  
TAIYUAN, Captain NIXON, will be despatched on THURSDAY, the 20th Sept., at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly-qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, August 27, 1900. 1804

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship  
SUNGKANG, Captain NIXON, will be despatched on FRIDAY, the 7th Inst., at 4 p.m.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly-qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, September 3, 1900. 1804

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## FOR SYDNEY AND MELBOURNE.

Calling at Port Darwin & Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO., Agents.  
Hongkong, August 17, 1900. 1750

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY &amp; TAIWANFOO.

THE Company's Steamship  
ANPEN MARU, Captain S. ARAMU, will be despatched for the above Ports on WEDNESDAY, the 6th September, at Daylight.  
For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA, Agents.  
Hongkong, August 23, 1900. 1776

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

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DOUGLAS LAFRAIK & CO., General Managers.  
Hongkong, September 3, 1900. 1836

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Hongkong, August 17, 1900. 1750

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Hongkong, September 3, 1900. 1836

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

## PENINSULAR &amp; ORIENTAL STEAMSHIP NAVIGATION COMPANY.

## WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
LONDON	Java	G. W. GORDON, R.N.	About 7th Sept.
SHANGHAI	Tientsin	E. J. FOX	About 13th Sept.
LONDON	Paranathia	A. STRONG	Noon, 15th Sept.
SHANGHAI	Bengal	S. BARCLAY	About 15th Sept.
YOKOHAMA	N. SAKI & KOBÉ	C. C. TAYLOR, R.N.	About 15th Sept.

\* See Special Advertisement. † Passing through the Inland Sea. ‡ For Freight only.  
For Freight or Passage, and further Particulars, apply to  
A. M. MARSHALL, Acting Superintendent.  
P. & O. S. N. Co.'s Office,  
Hongkong, September 3, 1900. 979

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG; PORTS IN THE LEVANT, BLACK SEA AND BALTO PORTS;  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT SOUTHAMPTON TO TAKE PASSENGERS AND LOGGERS. N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.  
PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

## NORDDEUTSCHER LLOYD.

## FOR SHANGHAI, NAGASAKI, YOKOHAMA AND KOBÉ.

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PRINZ HEINRICH, Captain G. MEYER, will be despatched for the above Ports on THURSDAY, the 6th Inst., at 11 a.m.  
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Hongkong, September 4, 1900. 1823

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Hongkong, August 18, 1900. 1744

## OCEAN STEAMSHIP COMPANY.

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Hongkong, August 27, 1900. 1804

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Hongkong, September 3, 1900. 1804

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Hongkong, August 17, 1900. 1750

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Hongkong, August 23, 1900. 1776

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Hongkong, September 3, 1900. 1836

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